

Picture of the Month



Michelle Lynch captured this spectacular shot of the U.S. Air Force Thunderbirds F-16s at the Rockford Airfest in June this year.

Time to Spare? Go by Air? A Virginia Adventure

By Larry Schubert

This story unfolds, as many do, with high hopes for a wonderful adventure by air to new and exotic places. And it ends up with more "adventure" than anticipated. It was in the late 90's as I recall. I thought it would be a great idea to fly to West Virginia for a long weekend, during the period between Christmas and New Year's when our still-at-home daughter was out of school. We could enjoy some warmer weather, and go to Thomas Jefferson's home in Charlottesville, Virginia. Leslie was skeptical, but eventually bought in to the concept. Weather looked good, and I promised a smooth and wonderful trip. And that's how it started out.

The first leg was to Cincinnati. We had some fun there, spent the

night, and launched early next morning for Virginia. For us flatland fliers, this is where the trip really gets fascinating. Heading Southeast out of Cincinnati, the terrain almost immediately turns mountainous. They are not huge (3-4 thousand feet) but they are impressive and constant... and incredibly beautiful. You do find yourself wondering where you would put down if an engine failure were to happen. Enjoying the clear skies and lovely views, a couple of hours later we landed in Charlottesville in perfect weather. We spent the sunny, warm afternoon at Monticello, then found our very nice hotel and planned on a leisurely trip back home the next day. This trip has been just perfect... what could possibly go wrong?

Continued on page 2.

Editor's Note

I can't believe its October already but I shouldn't complain because this month we have had some excellent flying weather and I have enjoyed some new experiences.

EAA Chapter 790 organized a "Poker Run" where "contestants" fly to between five and seven airports and collect a card from each one. The pilot with the best poker hand wins first prize.

Of course I know nothing about poker but it seemed like a good excuse to go flying so as soon as I could I planned my first ever poker run flight.

Most of the airports were local so I was able to fly to four on my first flight. I started out from DuPage (DPA) in the Piper Arrow and flew to Schaumburg (06C), Campbell (C81), Galt (10C) and Lake in the Hills (3CK) before returning to DPA.

I knocked out the other three, Dekalb (DKB), Poplar Grove (C77) and Janesville (JVL) on the way to Prairie du Chien (PDC) where we flew for dinner with our friends the Fornis and the Schuberts.

My best five cards out of the seven I collected were a pair of fives, a pair of sevens and a jack which was good enough to get me fourth place, and a small prize! Nine other pilots also completed the Poker Run and between us we represented four or five different EAA chapters.

It was fun and it helped me to reach my 2012 goal of flying 40 hours which I have now met. This is the most I have flown in a single year since my flight training in 1995 when I flew 48.2 hours!

So far October turned out to be a great month; two new airports for me (C81 and PDC) an excellent steak dinner, and a Poker prize. Doesn't get much better than that!

Beth Rehm, Editor

Continued from page 1.

We were about to find out.

Off we launched in clear skies, headed back to our refueling stop in Cincinnati. But not long into the trip, I noticed that my ammeter showed zero feed from the alternator. We were over the mountains of West Virginia at this point, on an IFR flight plan, and all I had for juice was whatever was left in my not-exactly-new battery. Not good. I plugged "nearest airport" into my old Garmin 190, saw Clarksburg, West Virginia, and told ATC that we were diverting there due to a mechanical problem. Soon Clarksburg appeared over the nose, and not long after we were safely on the ground. That's when I started to get "the look" from Leslie. It became more common as our trip unraveled.

The friendly mechanics soon found the problem. The main feed wire from the alternator had broken at the alternator connection. No big deal. Easy fix. I was relieved, because I knew that a snowstorm was forecasted and time was of the essence. We were shortly back on board, and during my run-up I noted that the meter was still at zero. Well crap.

So we go back to the shop for another look. It turns out that when that wire severed, it caused a short that blew my voltage regulator. I needed a new one, and of course, they did not have one in stock or easily available. They'd have to order one, a process that might take two days. "The look" got more intense.

We were stuck. The shop was nice enough to give us a ride to the Holiday Inn. This was a real beauty... a 1960's vintage model that had not been touched since. But it was shelter

and a couple of beds. We'd simply have to make the best of it. Old hotel, no car, no restaurant nearby. Oh, it was just ducky.

"The look" amplified.

I figured I'd better ask the receptionist what there is to do in Clarksburg. The response was "well, we do have a Super Wal-Mart." That would do in a pinch, and it was walkable. In fact, it would have been a nice walk except for the fact that it was now snowing like crazy and we had no winter clothes. We looked like three homeless waifs, trudging through the rapidly accumulating snow in tennis shoes. Wal-Mart was



the day 1 entertainment.

A check with the shop on day 2 revealed that the regulator was on backorder. Great. We got so bored on day 2 that we trudged through 18 inches of snow to the post office and looked at stamps. I kid you not. By day 3, there was still no delivery. And "the look" was getting very, very intense. Something had to be done, so I finally rented a car and we drove to Morgantown just to get away from Clarksburg. But I was getting very concerned. It was now December 30. The next day was New Year's Eve, and the shop was closing at noon. If that part did not arrive the morning of the 31st, we were doomed to several more days in the West Virginia mountains. I could not bear the thought. And I think "the look"

would have turned ugly indeed.

The regulator finally arrived at 11 a.m. on the 31st. The nice folks at the shop stuck with the repair, past their anticipated closing, and got us on our way by mid-afternoon. We ended up getting home on New Year's Eve, able to ring in the New Year in our own house. We were very happy to be there.

There are multiple lessons to be learned from this saga:

- Keep up your scan of engine instruments. It would have been very easy for this problem to have gone undetected because there is no warning light of any kind.
- Never plan a trip like this if you absolutely, positively have to be back by a certain date.
- When stuff happens, sometimes you just have to roll with it. Patience is a good attribute.
- Part availability is inversely proportional to the criticality of the need

for it.

- Put some board games and cards, or at least a few good books, in the emergency pack.
- Understand that, regardless of prior planning or your performance to meet the current challenge, you are going to get "the look." Just get used to it.

Larry Schubert is a 2,500+ hour private pilot, with an instrument rating. He learned to fly at Galt in 1996, having purchased his 1967 Cherokee 180, 4702L, after a whopping 3 hours of dual. He's been a Galt tenant for his entire flying life. He intends to keep the Cherokee (Lucy) until (A) she dies of old age or (B) he dies of old age or (C) his wife, Leslie, buys him that cool Icon amphib he's drooling over.

BushCat in our Backyard

South African manufacturer, SkyReach, recently unveiled their latest bush capable LSA, the BushCat, at EAA AirVenture 2012. The BushCat is available as a factory built, certified Light Sport aircraft (S-LSA or E-LSA) or it may be purchased as a kit and built as an Experimental Amateur Built aircraft (EAB). The philosophy of SkyReach is that a light sport aircraft should be affordable, easy to maintain and offer very low maintenance costs. The engineering of the aircraft is very intuitive and uses very high quality materials; aircraft grade aluminum tubular frame with a Trylam rip-stop fabric and partial composite cabin. The BushCat is an improved and upgraded version of its predecessor the Cheetah XLS.

Our very own JB Aviation Flight School at Galt is planning to collaborate with U.S. SkyReach dealer, AeroSport, to offer low cost Sport Pilot training and as a starter plane for Private Pilot training in a Cheetah XLS. The AeroSport hangar and maintenance facility is conveniently located just two miles north of Galt Airport on a private grass airstrip.

Here is a synopsis of the rules for obtaining a Sport Pilot Certificate;

- Minimum age, 17
- Requires either a 3rd class FAA medical certificate or a current and valid U.S. driver's license as



The SkyReach BushCat Light Sport Aircraft.

evidence of medical eligibility (provided your most recent application for an FAA medical certificate was not denied, revoked, suspended or withdrawn)

- Requires a minimum 20 hours of training (of which 5 must be solo)
- Requires an FAA written exam and practical test

More information about LSAs and the Sport Pilot Certificate is available on the EAA's web site at <http://www.sportpilot.org>.

If you are interested in Sport Pilot training or renting a Light Sport Aircraft (LSA) from Galt, please let Justin know at (815) 648-2433 or FBO@galtairport.com.



The SkyReach Cheetah XLS Light Sport Aircraft.

SkyReach BushCat Specifications:

- Taildragger or nose wheel
- Ready-to-fly starting at:
 - \$49,995 - Rotax 582 65hp (2 stroke)
 - \$61,295 - Rotax 912 UL 80hp
 - \$63,495 - Rotax 912 ULS 100hp
- Useful payload up to 670 lbs.
- 28.4 gallon fuel tank
- Approximate range 500 – 700 miles (engine dependent)
- Cruise speeds between 75 mph to 105 mph (engine dependent)
- Stall – No Flaps 40 mph
- Stall – With Flaps 35 mph
- Glide Ratio: 10:1
- Crosswind Component: 32 mph
- Take off and Landing Roll: 328 ft
- Low operating costs
- Low maintenance costs

For more information on the BushCat or to schedule a demo flight, please contact AeroSport at Tel. (262) 448-1122, info@aerosportplanes.com, or visit the website at www.aerosportplanes.com.

Memories of Flying the "Seven Oh Seven"

By Captain Jeff Hill, Sr., TWA
1964 - 1997

One of the first large, long range, intercontinental jet airliners to come on the scene in the late 1950s and early '60s was the Boeing 707.

For the more senior pilots, moving from pistons to jets was the biggest transition since the change from visual to instrument flying in the '30s. Several of our older captains opted to bypass the jets and finish their careers flying the 'Connie'. The younger fellows, on the other hand could hardly wait for the opportunity.

But, especially for the less experienced 'young bucks,' the transition to jets was not easy. There were not only many differences, there were also many totally new concepts: Thrust vs. horsepower, thousands of pounds vs. hundreds of gallons fuel burns, EPR (engine pressure ratio) instead of RPM and MAP, spoilers vs. ailerons and 'split spoilers' to control pitch in the event of a jammed stabilizer and Dutch roll, high altitude meteorology and physiology and much more. When it came to flying the jets the first thing we learned was that jets don't respond to power changes like prop planes, they will only go up or down if you point them up or down, and then they will—at alarming rates of climb and descent! Generally speaking, everything happens MUCH FASTER than it used to.

The 707 prototype was completed in 1954. Boeing built 1010 707s and 717 KC/C 135s from 1958-1979. Our first 707s were the Boeing 707-131s (707 is the basic model designation, -1 = the first variation, the next two numbers are the customer code, in our case, 31).

These were the 'water wagons'. When re-engined with higher thrust, cleaner and quieter fan engines they became B-707-131Bs. Next came the



The water wagon waters a B-707-131 "water wagon" with distilled injection water at ORD. Water injection boosted thrust from 11,600 to 12,400 lbs. This picture was taken on 9/3/1959 and in the background you can see the original ORD control tower which is now used as the local ramp control facility above concourse F. Photo courtesy of John Proctor.

'intercontinental' 300 series along with the -331Cs, which were the all cargo versions.

I had been flying as captain on the Convair CV-880 (and later the B-727) in Chicago when the 'energy crises,' fell upon us in the 1970s. I was displaced (twice) from the left seat due to cut backs and bid First Officer on the 707 out of JFK. I was already rated on the aircraft as it was company policy that all international F/Os be type rated on the equipment—but I never flew it as captain.

The first thing I learned from commuting to work is that it is the perfect way to really screw up the best job in the world. I also found out that there are four, not three, 'most useless things in the world'. In addition to, 'the runway behind you, the altitude above you and the fuel in the truck' there is: the four stripe co-pilot!

At the time, the senior trip was the around-the-world flight; eleven days westbound, or ten days eastbound. One trip was worth about 10% more than a full month so by flying one trip

a month for ten months (plus your one month vacation) you were done for the year.

Sound like a dream? They were killers. I flew only three; one westbound and two eastbound. When I got home I was a basket case, getting up and going to bed at all hours of the day and night. When I told Sharon I wasn't going to fly it any more, she was overcome with joy, she said, "Oh, good—you're just awful when you come home from that flight."

My first trip was the westbound, one which started with wasting half a day getting to New York. Then after a quick nap (hopefully) flying east all night to London (LHR) with a layover. The next leg was the polar flight west again from London to Los Angeles (LAX). This was most interesting with magnificent views of the frozen wilderness on clear days. On the polar route, all directions are true, not magnetic. Even the few VORs up there are oriented to true

Continued on page 5.

Continued from page 4.

north. There is no en route radar for much of the way so you had to use position reports and timed separation. You may or may not have been able to reach Center on VHF, if not we had to either relay through Flight Service or another aircraft or try HF.

After that was Los Angeles to Honolulu (HNL) and then Honolulu to Guam (GUM) an interesting "South Seas Paradise." It was a very popular honeymoon destination for Japanese newlyweds. I had fun taking pictures of couples taking pictures of each other. I also loved looking through the remains of the Japanese concrete 'pill box' bunkers along the beach. The water is so clear, they say it offers some of the best scuba diving in the world.

Then it was on to Hong Kong (HKG) with an intermediate stop at Okinawa (OKA). Hong Kong was the place to shop

(duty free - I bought my first Seiko watch there for \$17). It's a wonder the plane ever got off the ground with all the stuff we hauled out of there!

After HKG it was onto Bombay (BOM)—now Mumbai, with an intermediate stop in Bangkok. The 24 hour Bombay layover was my introduction to the "Third World" - you could already smell the awful odor of rotting vegetation when leaving 10,000 feet on descent. We were there during the monsoon and it was so humid you could not even light a match—really (I smoked back then). I found the abject poverty and "human pollution" very depressing and it really made me appreciate what we had at home.

Next came the flight to Tel Aviv

(TLV), the long way over Iran (then our ally) as none of the Arab countries would allow over flights to or from Israel. Tel Aviv was nice with a lovely beach and walking path, a nice one mile walk to Old Jaffa, the ancient port of Jerusalem.

The next day we flew from Tel Aviv to Frankfurt (FRA) with a layover and then from Frankfurt back to American soil, JFK, followed by my commuter flight back to Chicago!

On my first trip the Captain didn't talk much (at all). I don't think he ever called me or the Flight Engineer (F/E) by our names. And he never went out with the rest of the crew on layovers. Closet drinker perhaps?

The second trip was with the captain who straightened me out on the 'fourth most useless thing,' thing.

it was one of the crummiest airplane rides I ever had. When we got to Hong Kong the passenger cabin looked (and smelled) like a toilet.

On the third trip, I flew with one of the finest gentlemen I ever had the pleasure to share a cockpit with, Roger Gerling, TW 1945-1978. He let me fly every other leg and did all the navigating, plotting and reporting when I flew. On the leg across Viet Nam and over the South China Sea we were flying so far off track to avoid severe weather that we had to 'fudge' a bit on our position reports to be within the allowed three minutes—but—we never hit a ripple.

Okay, so what about flying the seven oh? In a word, RELIABLE. It was not a dream to fly like the Convair 880 and not as pretty, I think.

The seven oh felt very 'Mack truckish.' Of course we were at nearly maximum gross weight on almost every departure, so it was hardly a rocket—we dusted off a lot of roofs on the way out of



A TWA Boeing 707-331B Intercontinental.

I never touched the yoke on that airplane. Once, somewhere over Greece he left the cockpit briefly to visit the lav. The F/E leaned forward, tapped me on the shoulder and jokingly said, "If you want to knock off the autopilot and fly it for a minute, I won't tell."

When we flew the leg from Bangkok to Hong Kong across Viet Nam (on the only authorized airway) this man would not deviate one needle's width to avoid a thunderstorm cell, I don't know if he thought they might shoot us down or what? While we were playing 'shake 'n' bake,' the young kids in B-52s were rattling off their bombing coordinates warnings in high pitched voices so fast that you could not copy. Not fun,

town.

But, it just kept going and going, like the Energizer Bunny. The crew got to rest nine or ten times, but the plane kept on going, all the way around the world with nothing more than routine service, maybe a wheel assembly change, maybe the removal and replacement of one component or another, but she really delivered and was certainly no 'hangar queen'.

Jeff Hill, Sr. is a retired TWA Captain, long time EAA member and a former editor of Galt Traffic. He currently enjoys flying his Aeronca L-3 (N48118, Army Air Corps Serial Number 236317). Jeff is also the Editor of TARPA Topics, the newsletter for active and retired TWA crew members.

Professional Opinions

Navigating the new FAA MedXPress electronic system

By Captain Jean Forni, CFII

My FAA medical is due this December, and as of October 1, 2012, the now paperless FAA went to an all electronic method for your medical paperwork. I gotta be honest with you, this frightens me more than an engine failure right after take off. Ya see, with the engine failure, I know what to do. Less than 500 feet AGL, land straight ahead, fuel off, etc. More than 500 feet, consider a return to the airport, restart procedure, yadda, yadda. With this electronic medical form, like most things computerlike, I'm clueless. Yes, I am a "technomoron." I can admit that now. It's not something I'm proud of, but I know my limitations. The way I see it, I have two choices: 1) not get my medical and stop flying anything other than a Light Sport, or 2) figure this darn thing out. While I'm not thrilled about number 2, I am definitely against number 1. So let's break this down and take look at it.

To start with, I have a few concerns about privacy and online security of this information I am submitting. Can any hacker access this private information, and what will the FAA do with this information other than process it for my medical? To find the answers to these questions, I thought I'd jump in and see what the MedXPress, <https://medxpress.faa.gov/> website has to say. The first screen I come to has a box to either sign in to an existing account or request an account. Since I haven't set up an account yet, I select "request an account."

This leads me to a screen that has blanks for your name, email address, some security questions, and, most importantly the "Pilot's Bill of Rights Written Notification." Bingo! This might answer my questions.

My command of Legaleeze isn't



**Federal Aviation
Administration**

[FAA.gov Home](#)

- [request account](#)
- [forgot password](#)
- [help](#)
- [contact](#)
- [user guide](#)

FAA MedXPress

FEDERAL AVIATION ADMINISTRATION

Release v.1.3.2.0

The FAA MedXPress system allows anyone requiring an FAA Medical Certificate or Student Pilot Medical Certificate to electronically complete the FAA Form 8500-8. Information entered into MedXPress will be transmitted to the FAA and will be available for your AME to review at the time of your medical examination.

NOTE: A medical examination by an FAA-designated Aviation Medical Examiner (AME) is required to complete the certification process. The FAA MedXPress system is not available for submission of FAA Air Traffic Control Specialist exams at this time.

Login to your account here. If you do not have an account, click Request an Account to create a new one.

Email Address:

Password:

[Forgot your password?](#)

WARNING: This is a Federal Aviation Administration (FAA) computer system. FAA systems, including all related equipment, networks, and network devices (specifically including Internet access) are provided for the processing of official U.S. Government information. Unauthorized access or use of this computer system may subject violators to criminal, civil, and/or administrative action. All information on this computer system may be intercepted, recorded, read, copied, and disclosed by and to authorized personnel for official purposes, including criminal investigations. Access or use of this computer system by any person, whether authorized or unauthorized, constitutes consent to these terms.

very good, but here's what I think it's trying to tell me: 1) the FAA and/or MedXPress aren't liable or responsible for anything, 2) this information *can* be disclosed to the NTSB and Law Enforcement, 3) they can request information on your driving record from the National Driver Register, 4) they use cookies and collect information about your computer hardware and software but won't share it with third parties, 5) it should take about 2 hours to fill out all the information, and 6) except for your Social Security Number, filling out this form is mandatory!

Request An Account

Complete the form below to request an FAA MedXPress account. An e-mail containing your initial password and instructions for completing the Account Request process will be sent to the address provided.

Fields with * are required.

Name:

(last name) (first name) (middle name)

Email Address: Confirm Email Address:

Security Questions

1: Four digit PIN	Answer 1:
2: Father's first name	Answer 2:
3: Zodiac sign	Answer 3:

Pilot's Bill of Rights Notification and Terms of Service

PILOT'S BILL OF RIGHTS WRITTEN NOTIFICATION

The information you submit on the FAA Form 8500-8 Application for an Airman Medical Certificate will be used by the Administrator of the Federal Aviation Administration.

NOTE: Please be advised this statement has changed. It has been updated to include the Pilot's Bill of Rights notification. Checking the box below confirms your receipt and acceptance of the Pilot's Bill of Rights and Terms of Service.

☒ I have read and accept the Pilot's Bill of Rights Notification and Terms of Service

Alrighty then, I guess I don't have much of a choice as to whether or not I'll accept these terms. Too bad they don't have a box for "Begrudgingly Accept."

So I fill in my name, email address, begrudgingly agree to the terms, and off it goes. It says I should receive an email within two hours with a temporary password and instructions on how to complete the Account Request process. This email contains my password and directs me to return to the MedXPress website, log in, once again begrudgingly agree to the terms, and change my password. Now I can click at the top left "form 8500-8" and actually start to fill the out the form.

It looks very similar to the paper one I've filled out for years. In fact, it might be a good idea for you to get a paper copy of your last 8500 form from your AME to help guide you through the fill-in-the-blank process. You can hit the save button at anytime to save what you have already entered, and come back at a later date to finish the application. Once you

Continued on page 7.

Continued from page 6.

finish the application and save it, you can then select the "Show Validation Errors" box, to do exactly that – check for errors.

Be careful that you are 100% happy with what you've put in the form before hitting the "Submit" button. REMEMBER, ONCE YOU HIT THE SUBMIT, THERE IS NO GOING BACK TO CHANGE ANYTHING!!!!

Validate and Submit Application

Your application is not complete until you enter your password and press the "Submit" button at the bottom of this page.

I'm not done yet. Save my application so I can finish it later.

Show me any errors I have made on my application.

I understand that by entering my password, I certify that I agree with the National Driver Register and Certifying Declaration. Further, I understand that I will not be able to change my application after I submit the information (only your AME will be able to change the application at the time of the physical exam).

I'm done. Send my application to the FAA. Password:

The AMEs know this is a new process for everyone. If there is any medical information you are unsure of as to what should be entered on the form, you can discuss it with your AME over the phone BEFORE YOU HIT THE SUBMIT BUTTON.

Once you hit the submit button, the screen will tell you that it has been successfully submitted and show

FAA MedXPRESS

FEDERAL AVIATION ADMINISTRATION

Your exam has been successfully submitted.

Your confirmation number is **26031114**. An Email containing this confirmation number has been sent to your account.

Please bring your confirmation number with you when you arrive for your exam. Without your confirmation number, your AME will not be able to view your application.

Click the Exam Summary button to display the Form 8500-8 in PDF format. It is recommended that you print the 8500-8 Summary for review and to bring with you at the time of your exam.

WARNING: If you are accessing this application from a public or shared computer, it is recommended that you do not display the Summary report. The file will be stored in the temporary internet files folder and may be accessible by others.

your confirmation number. Write this number down!! So much for paperless, eh? This is the number your AME will need to access your application to complete the process. It is also a good idea to click on the "Exam Summary" button to print out a copy for your records too. You should also receive an email with your confirmation number, just in case.

There, I guess that doesn't sound

too difficult, even for a "technomoron." Now, if I could only figure out how to send a picture trapped on my phone.

Jean Forni is a Captain on the Airbus A320 with United Airlines and a CFII. She has accumulated 15,000 hours over 30 years and together with her husband Bob, owns a 1976 Beechcraft F33A Bonanza (N2203L) which they keep at Galt.

Galt Traffic Classifieds



PARTNERS WANTED FOR CESSNA 182Q

Looking for partners for a low time, 1977 C-182Q Skylane with no damage history based at Galt Airport (10C). N735ZH. IFR. 2639 Total Time. 91 SMOH at Poplar Grove Airmotive. Prop 205 SOH. EDM 700 engine analyzer. Garmin 496 GPS. New bladders 2012. New leather interior and upper trim. Very nice paint. Fresh annual July 2012 at JB Aviation.

Previous owner did \$50,000 plus last couple years. Sold because of lost medical. For more information please call Ed Pudlo at 847-507-6962 or Justin Cleland at 815-648-2433.

CERTIFIED FOOD MANAGER

Are you a McHenry County Certified Food Manager or do you know someone who is? We would like to have one on hand to advise us for the Vintage Fly-in event and future activities where we serve food. If you are interested in assisting in this role please contact Jean Forni at forniflyer@aol.com.

SCRAP METAL RECYCLING

Recycle your old appliances such as grills, water heaters, etc. and other metal objects. Call Rafael Gonzalez at 815-354-2973 to arrange collection.

NEW CHAPTER MERCHANDISE AVAILABLE

In an attempt to boost chapter funds we are selling various items featuring the new chapter logo. We currently have EAA Chapter 932 coffee mugs for sale at \$8.50 each. Other items such as baseball caps and t-shirts will be offered later in the year. If you have an idea for something else you'd like to buy with a chapter logo on it, please let me know. You can buy the coffee mugs at chapter meetings or any time you see me at the airport! If you want to reserve an item just send me an email at editor@eaa932.org

ADVERTISE IN GALT TRAFFIC

Please contact the editor to discuss your advertising needs at editor@eaa932.org.



Airport Technicalities

A monthly report from Justin Cleland, Airport Manager, Galt Airport.

Still no news to report about the airport sale. We've had a few folks show interest and schedule a visit, but to date, nothing has transpired. All indications are that the sale is eminent however. At this point, it seems that the bank is ready to "unload" and move on. Again, as soon as I know anything I'll make sure to get the word out.

Hopefully you read through the article about the LSA aircraft in this month's GT (page 3). We are very excited to be working toward this addition to our fleet. If you or anyone you know might be interested in pursuing Light Sport training, please

let me know. Since this will be a completely new type of training for us, we're trying to make sure there is some local interest before we get too far ahead of ourselves. If we can get some folks interested in training, our plan will be to hit the ground running in the early spring!

You may have heard that Rochelle airport (KRPJ) opened a restaurant on the field recently. Erika and I flew there a few weekends ago for dinner so I thought I'd pass along a "PIREP." It was good! We would definitely recommend making the trip out there. It's only 44 NM from Galt, so it's the perfect distance whether you're doing 60 knots or 160! I would, however, recommend making reservations before you depart. There wasn't a seat available when we got there!

Finally, November 1st marks the one year anniversary of the formation of JB Aviation. All things considered, we had a great first year. We truly can't thank you all enough for your overwhelming support. We're so

lucky to be at an airport with such a great group of friends... it's hard to imagine it getting any better than this! We look forward to the coming months and years at Galt, and we'll work hard to make sure we continue to earn all of the support you have given us.

Flight School News

Congratulations to **Tom Wagner** who had his first solo in October. Tom is learning to fly with Galt flight instructor **Dick Wydra**.

Correction

In the October issue of GT I incorrectly labeled the following picture. The correct name should have been **Mike Cortina**.



Scan this QR code with your smartphone to enjoy a video of Vinnie flying Air Lar!



Click [here](#) if you don't have a smartphone.

NOW OPEN!

The General Store



Coffeehouse & Grocery

4409 Greenwood Rd

Coffee, Espresso, Wine, Beer & Grocery Items



Brian's Brainteaser

A monthly puzzle from Brian Spiro, Director of Aircraft Maintenance, JB Aviation Management, Inc.

This month Brian needs your help (again? I know, what is up with Brian, he should know this stuff, right?!). He knows there should be eight different antennas on the plane but he can't remember which is which.

We at Galt Traffic World Wide Publishing Headquarters really want to help you succeed so we have provided a list of possible antennas to help you out. Here is a HINT — one type of antenna is pictured twice!

Marker Beacon
ELT
COM
DME
NAV
ADF
GPS
Transponder

If you think you know the answer, or even if you don't, send your best guess in an email to Brian at maintenance@galtairport.com. The winner will be randomly selected from all the correct answers received and will receive any item of Galt Gear or JB Aviation merchandise.

Answer to the October puzzle

You may remember that last month Bruce Schottland was paying for a top off in his J-3 Cub with a \$100 bill. Anna had to give him change for \$37 with only six bills, one of each type, and no coins.

It turns out they were one \$50, one \$5 and four \$2 bills.

Congratulations to **Erick Donker** on figuring out the correct answer! Erick has been trying so hard to win for a long, long time and I don't think it is for the luxury prizes either — I am pretty sure he already has every piece of Galt Gear there is to be had! So his efforts must be purely for the notoriety and we are happy to oblige!



EAA Chapter 932 News

President's Message

From **Bruce Schottland**, President,
EAA Chapter 932

I would like to focus this column on the importance of our monthly EAA meetings. Not only are the EAA meetings an opportunity to promote, plan and execute important EAA business, but they are also a great opportunity to get everyone together to discuss topics of interest to the Galt aviation community, both formally and informally. The next chapter meeting is scheduled for November 10, 2012 and I would like to encourage everyone to attend, especially if you have not attended a meeting in a long time--or ever.

As part of the aforementioned important business, the chapter Secretary and Treasurer positions are up for election. **Mike Evans** has served us as Secretary for the last two years and **Dean Marcott** has served as Treasurer for the last four. Thanks are due to both for serving us. However, new people and new perspectives are important in the evolution of our chapter. We welcome new volunteers to fill these positions. If you have never volunteered before, I am asking that you consider it now. Both positions are two year terms. Interested individuals must indicate their interest before the November meeting agenda is posted. If anyone is interested in running for either position, please notify Mike Evans at secretary@eaa932.org or me at bruce@harterschottland.com.

Candidates will be indicated in the November agenda and voting will be held at the November meeting. However, if you cannot make it and want to cast your vote you may vote by proxy. To do so, contact Mike Evans.

Additionally, there is one more very good reason to hit the November meeting. Galt's own **Larry Schubert** will be giving a presentation about flying to Mackinac Island. The island is a beautiful resort area located in Lake Huron between the Upper and Lower Peninsulas of Michigan—a short flight from Galt Airport.

It is accessible by ferry, but the best way to get there is by airplane. The island has a lovely airport that serves as a gateway to a wide range of accommodations, a beautiful downtown, loads of history, hiking and biking. There are no cars on the island at all. Mackinac is truly a unique destination and we are lucky enough to be within a two hour flight.

Larry is generous enough to take the mystery out of flying into Mackinac. Larry is a 2,500-hour private pilot with an instrument rating. More importantly, he is a friendly and fun chapter member who I'm sure will put on an interesting and entertaining presentation. Knowing Larry, and having been to Mackinac, I can assure you that this is going to be a great presentation. Don't miss it.

Bruce Schottland

Hightower Resigns

EAA President and CEO, **Rod Hightower** stepped down on October 22 after serving only two years in the position.

Hightower's tenure was plagued with controversy as he introduced a number of changes that alienated association members and volunteers and eliminated about 30 staff positions in Oshkosh.

Newly elected EAA Chairman **Jack Pelton** agreed to run the 175,000-member organization on an interim basis until a new leader is selected.



Saturday, November 10

11:00 a.m.

Galt Airport FBO

*Flying
to
Mackinac Island*

by
Larry Schubert

Everyone welcome!

EAA Chapter 932 is a local chapter of the Experimental Aircraft Association (EAA) based at Galt Airport (10C) in Illinois. We are a 501(c)(3) corporation with tax exempt status and we are a registered charity in the State of Illinois. EAA (<http://www.eaa.org>) is an international organization of members with a wide range of aviation interests including vintage aircraft, aerobatics, warbirds and amateur builders.

EAA Chapter 932 meetings are usually held on the second Saturday of the month. Check our web site for more information about the chapter and events and activities at <http://www.eaa932.org>.

Minutes of the EAA 932 General Meeting

Submitted by: Chapter President, Bruce Schottland (Mike Evans was unable to attend the meeting)

Meeting Date: October 13, 2012

1. CALL TO ORDER/ATTENDANCE

- The meeting was called to order at 10:06 a.m.
- In attendance were Justin, Don, Ron, Dave, Larry, Paul, Walt, Esther, Dean, Beth, Bruce, Rafael, John, Patrick.

2. VOTING ITEMS

- Approval of Agenda – Larry moved to approve the Agenda. Beth seconded the motion, which carried unanimously
- Secretary's Report – Approval of August 2012 Minutes - Dave motioned to approve the Secretary's report. Walt seconded the motion, which carried unanimously.
- Treasurer's Report – Approval of August and September 2012 Financial Report - Justin moved to approve Treasurer's report. Beth seconded the motion. Bruce requested that Dean separate grant funds from general funds for next report. The motion carried unanimously.
 - Expenditures: \$48 one month rent, \$231.71 grant purchase (Movie Screen), \$37.70- Chapter 932 thank you cards
 - Income: \$58.14- food/drinks at Young Eagles event, \$40- Lumair advertising, \$61- Donations from Young Eagles event, \$20- Custom Silk Screen advertising, \$20- Howie Franzen membership dues, \$20- Richard Hahn membership dues (Don Sword updated members on Richard's condition and circumstances)

3. PRESIDENT'S / VICE PRESIDENT'S REPORT

- Bruce and Beth shared a discussion they had about increasing attendance at meetings. The chapter discussed having special presentations at the meetings. Larry Schubert offered to do a presentation at the next meeting about flying to Mackinac Island. The presentation will be advertised for the next meeting.
- The chapter discussed having another safety seminar in March or April before the summer flying season. Justin suggested an iPad/ForeFlight seminar. The chapter agreed to put on the seminar
- Bruce also suggested outdoor movie night (with an open grill) as a free, easy event next summer to get people out to Galt. The chapter intended to have one this year, but weather prevented it. The chapter agreed to try again next summer.
- The chapter also discussed having a comedy night next year as a fund raiser. Justin discussed local comedians he watched at Dusty's.
- Bruce questioned whether there was any interest in putting on another murder mystery. The chapter expressed interest. Rafael and Esther volunteered to help put on the show. Bruce will seek additional volunteers. February would be a good time to put the show on.
- The chapter is still looking for volunteer to do an online member survey.

4. COMMITTEE REPORTS

- Aviation Club- Dan Wallis (not in attendance)
Dan is unable to continue leading the Aviation Club. Dean suggested maintaining the remote controlled airplane projects and indicated that 4 Young Eagle's contacted him who are interested in building. The EAA encourages and partners with the American Modeling Association. Esther pointed out sometimes kids showed up and there were no supervisors there. Chapter members discussed shelving the program for now. Dean indicated a willingness to work on the RC projects with Ross. It was reported that Ross does not intend to renew his membership. Walt has helped Dean in the past. Dean volunteered to put a proposal together for the next meeting.
- Young Eagles- Esther Medina
- The purpose of the Eagle Flight program was discussed. It should not be run like a Young Eagles Rally according to the EAA. It is supposed to be a more individualized experience for adults with the ability and interest to get started flying. International Learn to Fly Day is like a YE rally, but for adults (it is held the third Sunday in May). The chapter expressed limited interest in International Learn to Fly day.
- There was a discussion regarding YE rallies and Boy Scout Jamborees. The last YE rally was cancelled because it was scheduled the same day as the jamboree. Esther will coordinate with the Blackhawk counsel in the future to avoid conflicts. The Boy Scouts want scheduling to go through the counsel, not individual troops. Dave found that in the past we have had problems dealing with the counsel. They wanted pilot information such as social security numbers.
- Esther indicated that she will try to involve the Girl Scouts, too. The Sybaquay Counsel approves, but we need to submit our insurance ahead of time and coordinate dates. Bruce asked Esther just to schedule the event and let us know- we will find pilots. The chapter also discussed flying with the Boys and Girls Club. Dave, Justin, and Larry agreed they were great to fly. The chapter also discussed obtaining a banner "free flights for kids this weekend."
- New members: Howie Franzen (the newest flight instructor at Galt) joined the chapter.

5. OLD BUSINESS

- Grant purchases- Bruce is still willing to make the purchases, but needs the list of items we intended to purchase. Dean agreed to send the list to Bruce.

6. NEW BUSINESS

- Elections - 2 board positions (secretary and treasurer) are up for election in November.
- Web editor needed (Patrick Hoffman volunteered at the end of the meeting). This is not a director position.
- Aviation Club Coordinator open (to replace Dan Wallis). This is not a director position.
- Beth intends to get GWAS t-shirts made in time for the Holidays.

7. ADJOURNMENT

- Larry Schubert made a motion to adjourn, which was seconded by Bruce and carried unanimously.

Galt Airport/EAA 932 Calendar of Events

November 10 EAA Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m. Followed by Flying to Mackinac Island, a presentation by Larry Schubert.

December 8 EAA Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.

2013 Meeting Dates

January 12 EAA Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.

February 9 EAA Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.

March 9 EAA Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.

April 13 EAA Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.

May 11 EAA Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.

Other Aviation Events

Find more aviation events online at the following sites;

www.eaa.org/calendar/

www.aopa.org/pilot/calendar

www.flyincalendar.com

www.fly2lunch.com

www.avweb.com/calendarevents

www.generalaviationnews.com/calendar

Free AOPA Safety Seminars

The Aircraft Owners and Pilots Association Air Safety Institute offers free live safety seminars. Most of these programs qualify for FAA Wings Credit. Search for seminars by state or topic at <http://www.aopa.org/asf/seminars/seminar.cfm?FA=SS&SA=ShowForm>

FAA Wings Safety Seminars

The Federal Aviation Administration (FAA) Safety Team sponsors thousands of aviation safety seminars throughout the country each year. These interesting and informative seminars include a variety of important safety topics designed to reduce risk and increase the level of safety in aviation operations. Most courses are free and provide credits for the WINGS program. You can search for seminars by keyword or location at <https://www.faa.gov/SPANS/events/EventList.aspx>

Free EAA Webinars

The EAA offers free webinars on a variety of educational and entertaining topics from building and restoring aircraft to regulatory issues, to historical lessons and everything in between. You can participate in the live sessions or watch later at your convenience. Visit the EAA Webinars web page for the latest schedule and to register at http://www.oshkosh365.org/ok365_contentdetail.aspx?id=1258.



EAA Chapter 932 Officers and Contacts

President: Bruce Schottland (847) 912-5122 president@eaa932.org

Vice President: Beth Rehm (847) 530-8014 vp@eaa932.org

Secretary: Mike Evans (312) 445-8866 secretary@eaa932.org

Treasurer: Dean Marcott (815) 344-4709 deanmarcott@yahoo.com

Newsletter Editor: Beth Rehm (847) 530-8014 editor@eaa932.org

Webmaster: Mike Evans (312) 445-8866 webmaster@eaa932.org

Woodstock North HS EAA Aviation Club Coordinator: Dan Wallis (815) 451-6102 aviationclub@eaa932.org

Young Eagles Coordinator: Esther Medina (815) 648-4798 youngeagles@eaa932.org

Technical Counselor: Vacant

Web Site: <http://www.eaa932.org>

Facebook: <http://www.facebook.com/pages/Galt-Airport-Young-Eagles/116543021696619>

Galt Airport Information



Galt Field Airport

5112 Greenwood Road
Greenwood/Wonder Lake
IL 60097

Airport Business Hours

8:00 a.m. to 6:00 p.m. Monday through Sunday (Summer hours)

Airport Manager: Justin Cleland

Phone: (815) 648-2433 Email: FBO@galtairport.com

Director of Maintenance: Brian Spiro

Phone: (815) 648-2642 Email: Maintenance@galtairport.com

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Web Site: <http://www.galtairport.com>

Facebook: <http://www.facebook.com/GaltAirport>



AVGAS
Galt Tenant Price
\$5.65
(includes tax)

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